## REMARKS

Applicant respectfully requests reconsideration of the present application in view of the foregoing amendments and in view of the reasons that follow.

The specification has been amended to correct minor typographical and grammatical errors. No new matter has been added.

Also, a new Abstract is being submitted to conform to the space requirements (150 words or less) as set forth in the M.P.E.P.

No claims are currently being cancelled.

Claims 1-3, 6 and 8 are currently being amended. Please note that the amendments to these claims do not affect the scope of these claims.

Claims 11 and 12 are currently being added.

This amendment adds and amends claims in this application. A detailed listing of all claims that are, or were, in the application, irrespective of whether the claims remain under examination in the application, is presented, with an appropriate defined status identifier.

After amending the claims as set forth above, claims 1-12 are now pending in this application.

In the Office Action, claims 1-5 were rejected under 35 U.S.C. § 103(a) as being unpatentable over U.S. Patent No. 6,363,323 to Jones in view of U.S. Patent No. 6,625,427 to Raith; claims 6 and 7 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Jones in view of U.S. Patent No. 6,609,005 to Chern; and claims 8-10 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Jones in view of Raith and further in view of Chern. These rejections are traversed for at least the reasons given below.

Jones's system is used to make sure a vehicle that has to be at different places at different times, such as a package delivery truck, is on schedule during its trip to the different places during the day. In that regard, when the vehicle is

determined to be off schedule, then a base station sends a 'notification message' to the vehicle to notify the driver of the vehicle that he/she is not on the required schedule. See columns 11 and 12 of Jones, for example. Jones's notification message does not correspond to 'distribution data corresponding to a destination from a distribution data storing means', since the claimed distribution data provides data with regards to the particular destinations that the vehicle arrives at during the day. In Jones's system, his 'notification messages' are just indicators to the vehicle driver that he/she is not on schedule, and that he/she should try to get back on schedule. Jones's notification messages do not contain any information concerning a particular destination that the vehicle driver is currently located.

Therefore, claim 1 is patentable over the combined teachings of Jones and Raith.

Also, with respect to dependent claim 2, the cited art of record does not teach or suggest an error table for representing a standard error of dispersion in time of arrival from a departure place to a destination in accordance with a mobile means, and the cited art of record also does not teach or suggest a coefficient table for storing variation coefficients of an error in date and hour of departure. Furthermore, the cited art of record does not teach or suggest that an error calculating means calculates an error by multiplying a corresponding error described in the error table by the variation coefficients of an error in date and hour at departure.

In particular, the Office Action incorrectly asserts that column 11, lines 1-11 and 39-79 of Jones teaches the representing of a standard error of dispersion time of arrival from a departure place in accordance with a mobile means, storing variations of an error in time at departure, and calculating an error using a corresponding entry of an error in time at departure. Rather, column 11, lines 1-11 merely describes that the base station manager 41 compares the amount of time that has elapsed since the vehicle began its route with the time values in a base station schedule, whereby the corresponding entry in the base station schedule is the entry that is closest in time to the value

indicated by a clock. This has nothing at all to do with "variations of an error", but rather it relates to the base station manager determining when the vehicle should arrive at a particular location, and whether or not to issue a vehicle notification message to the vehicle if the vehicle is not on schedule. For example, assuming that the vehicle manager just issued a status message to the base station manager informing the base station manager as to a current location of the vehicle, the base station manager then determines a "time elapsed since start of route" and finds the closest elapsed time from a list of elapsed times in the base station schedule 39b, and based on where the vehicle "should be" as provided by information obtained from the base station schedule 39b and where the vehicle "currently is located" as provided by the status message sent from the vehicle to the base station manager, the base station manager either outputs a notification message or not to the vehicle. There is no "variation of an error" being performed in Smith based on means of travel (e.g., error variation is different is means of travel is by train as compared to travel by car).

Also, the Office Action incorrectly asserts that column 4, lines 55-58 of Raith teaches "information including variations in date and hour of departure." However, column 4, lines 55-58 of Raith merely describes that a time different between the time in a current location and the time in the user's home territory is computed and displayed. This has nothing at all to do with "variation coefficients" of an error in date and hour at departure. For example, in the system of Raith, if a current location is in a time zone that is one hour earlier than a user's home territory, this "one hour difference" does not correspond to a "variation coefficient" that can be multiplied by a "standard error of dispersion in time arrival . . . in accordance with a mobile means" stored in an error table in order to arrive at an error. Also, Jones's mere description of computing an error in an actual time of arrival at a location compared to a "desired time of arrival" stored at a base station cannot correspond to a "standard error of dispersion in time of arrival . . . in accordance with a mobile means", as recited in claim 2.

Still further, the time values described in Jones and Raith do not provide for calculating an error by multiplying a corresponding error described in an error table by a variation coefficient of an error in date and hour at departure.

Accordingly, claim 2 is patentable for these additional reasons.

Dependent claim 3 recites that the variation coefficients of an error in the date and hour are different from each other dependent upon a day of week. Thus, if the day is Sunday, the variation coefficient for Sunday may be larger than the variation coefficient for Monday, which is a workday where presumably more trains are provided on a workday than on a weekend day. Column 4, lines 55-58 of Raith, on the other hand, which is cited in the Office Action against claim 3, merely describes that a time difference between a current location and a user's home territory is displayed, so that if the user's home territory is Virginia and the user is currently is California, the "3 hour" time difference is displayed for the user. This "3 hour" difference stays the same for each day of the week, and thus this portion of Raith does not teach or suggest the feature recited in claim 3.

Accordingly, claim 3 is patentable for these additional reasons.

With respect to claim 4, this claim recites that data from a previous destination is overwritten in the radio terminal's memory with data from a new destination, when the radio terminal arrives at the new destination. Column 11, lines 35-40 and 48-55 of Jones, which is cited against claim 4, merely describes that a vehicle manager determines whether a sample period has expired when a vehicle is traveling on a route, and when the sample period has expired, the vehicle manager determines the current location values of the vehicle and the current time value from a clock and stores these values in the next entry in the vehicle schedule. Thus, there is no overwriting of previous entries being taught or suggested by Jones's vehicle manager.

Accordingly, claim 4 is patentable for these additional reasons.

With respect to independent claim 6, the Office Action asserts that Chern teaches using stored latitude and longitude information for specifying a

corresponding location. However, Chern does not teach or suggest an arrival time point detecting means for detecting a time point when a position measured by a longitude and latitude measuring means arrives within a range of errors centering around a typical position of a corresponding destination stored in a latitude and longitude table, when the radio terminal moves to a destination specified by a destination specifying means. Rather, only a current latitude and longitude of a mobile terminal would be compared to a stored latitude and longitude in the combined system of Jones and Chern in order to determine if a vehicle has arrived at a particular destination at a desired time. Also, as explained above with respect to claim 1, Jones's notification message does not correspond to 'distribution data corresponding to a destination from a distribution data storing means', since the claimed distribution data provides data with regards to the particular destinations that the vehicle arrives at during the day. In Jones's system, his 'notification messages' are just indicators to the vehicle driver that he/she is not on schedule, and that he/she should try to get back on schedule. Jones's notification messages do not contain any information concerning a particular destination that the vehicle driver is currently located.

Accordingly, for at least these reasons, independent claim 6 is patentable over the cited art of record.

With respect to claim 7, which recites features similar to those recited in claim 4, this claim recites that data from a previous destination is overwritten in the radio terminal's memory with data from a new destination, when the radio terminal arrives at the new destination. Column 11, lines 35-40 and 48-55 of Jones, which is cited against claim 4 (and thereby against claim 7), merely describes that a vehicle manager determines whether a sample period has expired when a vehicle is traveling on a route, and when the sample period has expired, the vehicle manager determines the current location values of the vehicle and the current time value from a clock and stores these values in the next entry in the vehicle schedule. Thus, there is no overwriting of previous entries being taught or suggested by Jones's vehicle manager.

Accordingly, claim 7 is patentable for these additional reasons.

With respect to independent claim 8, Jones's notification message does not correspond to 'distribution data corresponding to a destination from a distribution data storing means', since the claimed distribution data provides data with regards to the particular destinations that the vehicle arrives at during the day. In Jones's system, his 'notification messages' are just indicators to the vehicle driver that he/she is not on schedule, and that he/she should try to get back on schedule. Jones's notification messages do not contain any information concerning a particular destination that the vehicle driver is currently located.

Accordingly, since neither Raith nor Chern rectifies the above-mentioned deficiencies of Jones, claim 8 is patentable over the cited art of record.

With respect to claim 9, which recites features similar to those recited in claim 4, this claim recites that data from a previous destination is overwritten in the radio terminal's memory with data from a new destination, when the radio terminal arrives at the new destination. Column 11, lines 35-40 and 48-55 of Jones, which is cited against claim 4 (and thereby against claim 9), merely describes that a vehicle manager determines whether a sample period has expired when a vehicle is traveling on a route, and when the sample period has expired, the vehicle manager determines the current location values of the vehicle and the current time value from a clock and stores these values in the next entry in the vehicle schedule. Thus, there is no overwriting of previous entries being taught or suggested by Jones's vehicle manager.

Accordingly, claim 9 is patentable for these additional reasons.

New claims 11 and 12 have been added, whereby these recite features that are not believed to disclosed, taught, or suggested by the cited art of record.

Applicant believes that the present application is now in condition for allowance, and an early indication of allowance is respectfully requested.

The Examiner is invited to contact the undersigned by telephone if it is felt that a telephone interview would advance the prosecution of the present application.

The Commissioner is hereby authorized to charge any additional fees which may be required regarding this application under 37 C.F.R. §§ 1.16-1.17, or credit any overpayment, to Deposit Account No. 19-0741. Should no proper payment be enclosed herewith, as by a check being in the wrong amount, unsigned, post-dated, otherwise improper or informal or even entirely missing, the Commissioner is authorized to charge the unpaid amount to Deposit Account No. 19-0741. If any extensions of time are needed for timely acceptance of papers submitted herewith, Applicant hereby petitions for such extension under 37 C.F.R. §1.136 and authorizes payment of any such extensions fees to Deposit Account No. 19-0741.

Respectfully submitted,

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Date

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FIG.7

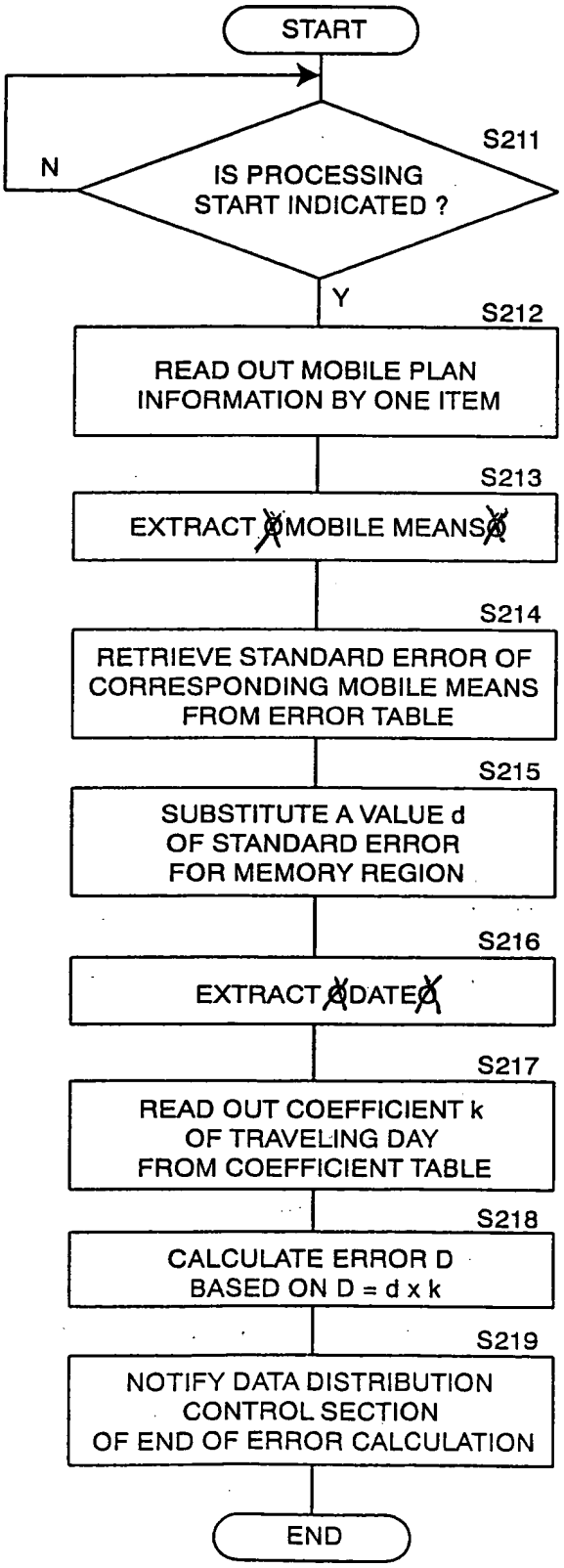


FIG.9

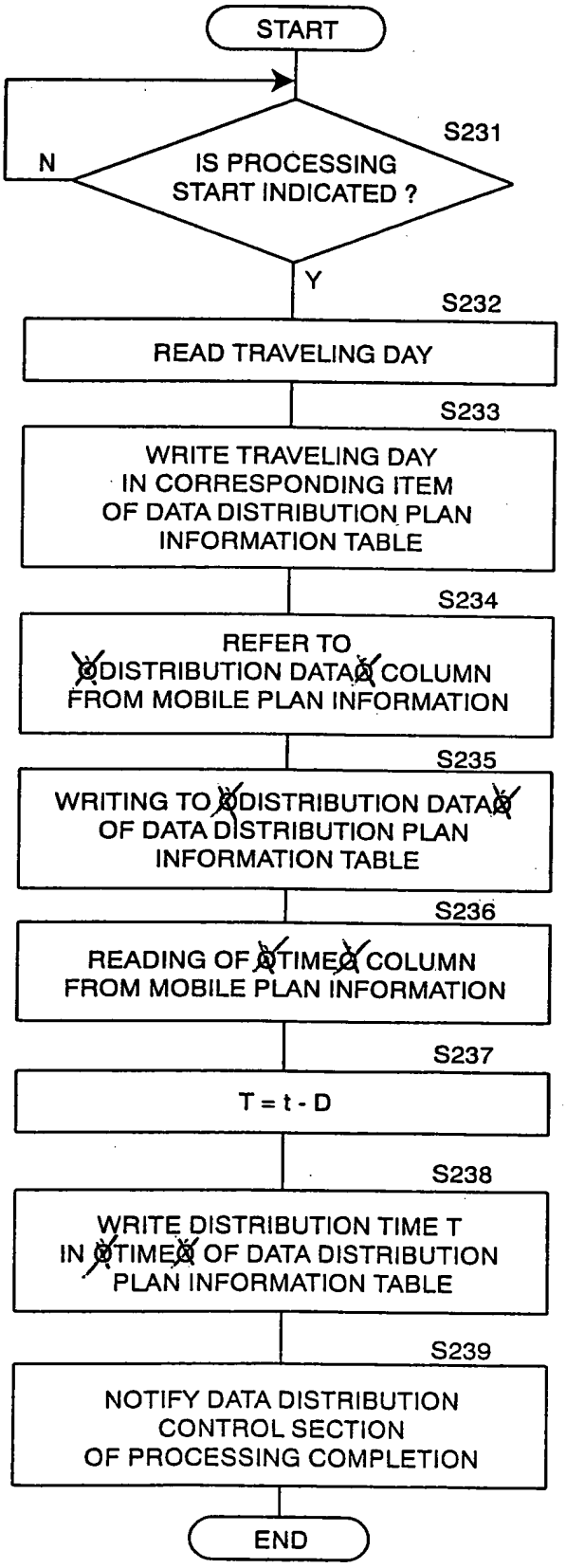


FIG.11

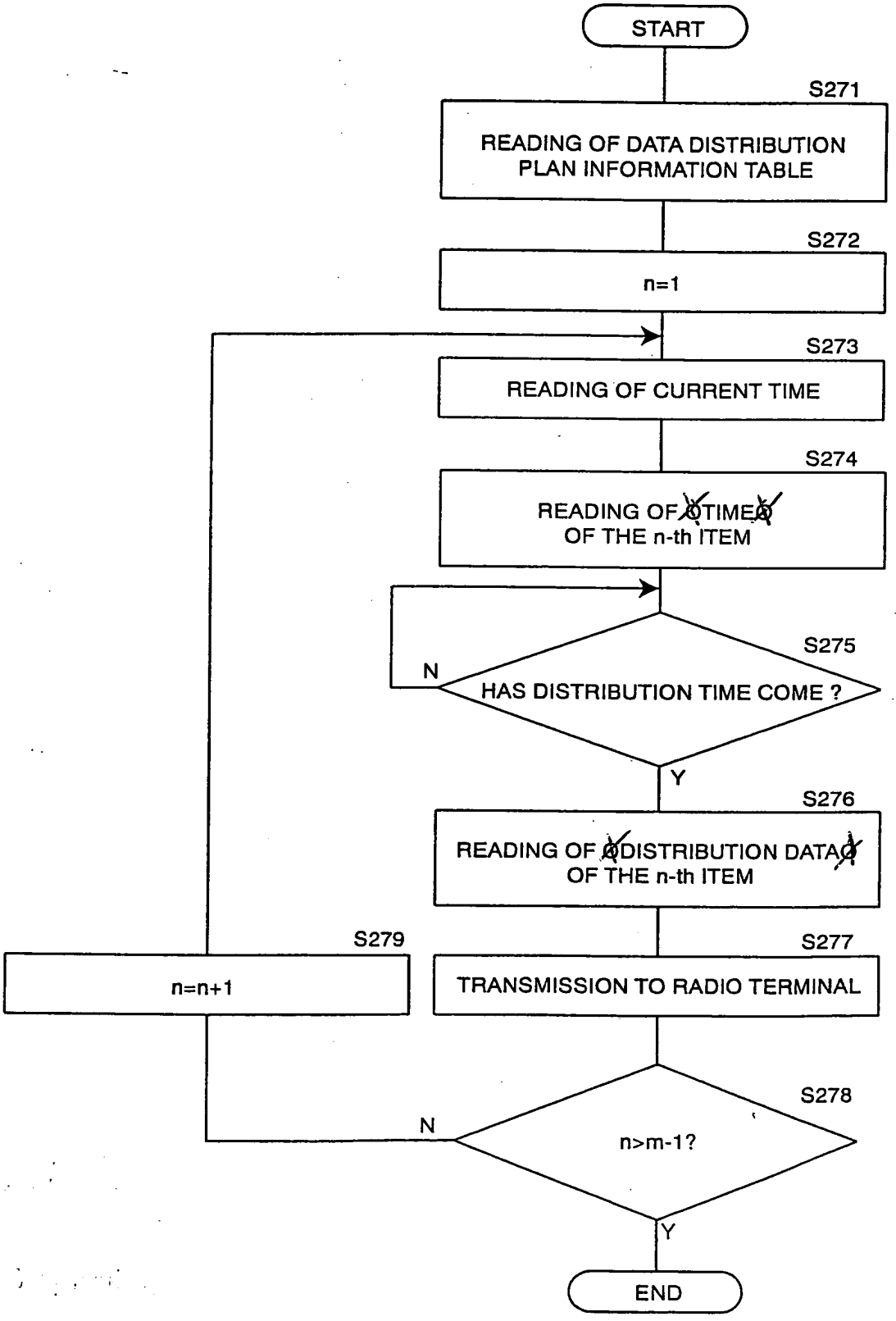


FIG.13

161A

| PLACE | LATITUDE AND LONGITUDE | ERROR |
|---|---|---|
| TOYAMA STATION (T00231) | E137.12.58.5<br>N36.41.54.0 | 0.01<br>~~0.0.1~~ |
| NANAO ONSEN (T01551) | E136.57.1.7<br>N37.2.19.3 | 0.05<br>~~0.0.5~~ |
| NANAO ONSEN (T01551) | E136.57.1.7<br>N37.2.19.3 | 0.05<br>~~0.0.5~~ |
| ---------- | ---------- | ------- |

FIG.15

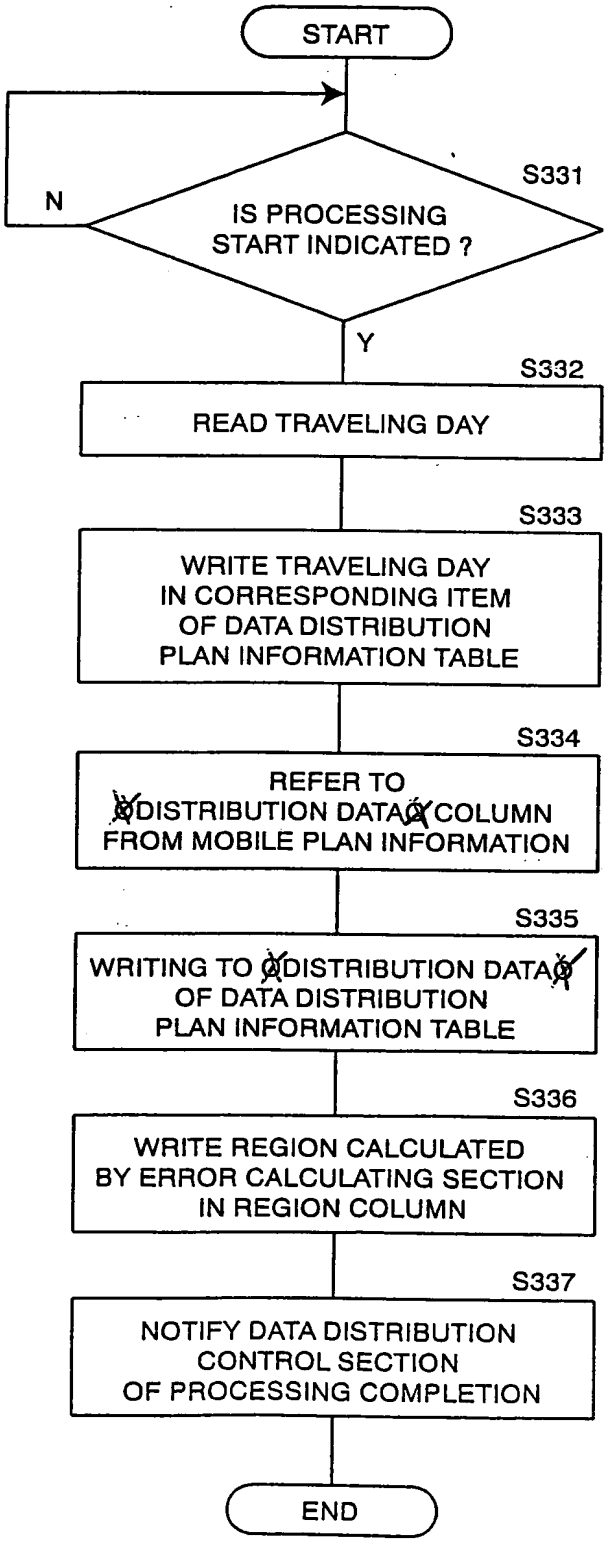
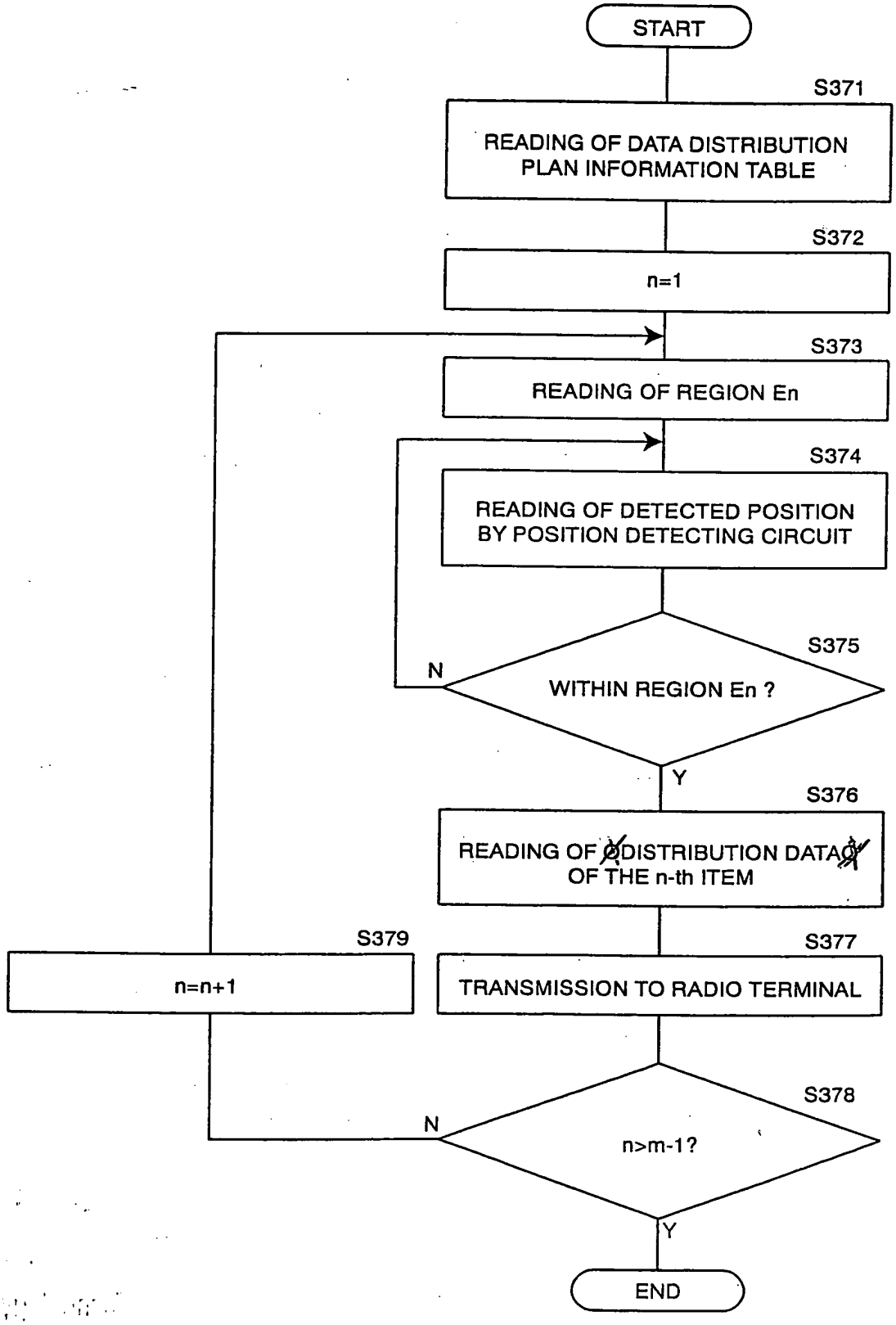


FIG.17



## ABSTRACT

When going to a destination ~~by an electric train and so forth~~, a user ~~102~~ of a mobile ~~type~~ telephone set ~~101~~ stores data distribution plan information in a distribution center ~~105~~ via a base station ~~111~~. In the distribution center ~~105~~, ~~based on a mobile plan to the destination,~~ an error data for arrival time at the destination is calculated, and is stored in a data distribution plan information storage section ~~116~~. The data distribution plan information storage section ~~116~~ subtracts an error time period, after which arrival will be earlier, and generates data distribution plan information. A data transmitting section ~~113~~ sets a difference between the current time and distribution scheduled time in a timer circuit ~~119~~, and when time has come, transmits a distribution data stored in a distribution data storage section ~~118~~ to the mobile type telephone set ~~101~~. ~~Even in case that the destination is changed in accordance with the movement of the user 102, since a data necessary at destinations is distributed near the respective destinations, efficient utilization of a memory can be realized.~~